THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Det Bel Isle & Windsor Ferry Co 68

AROUND THE LAKES.

CLEVELAND.

A. L. Eggerts has been appointed chief engineer of the Jim Sheriffs.

Captain James Davidson was in the city last week. He predicts a good season.

Captain Geo. Merrett, of Detroit, is in the city looking after the repairs to the Argonaut.

Captain J. B. Hart, of Sandusky, last season master of the Schnoor, was in the city Tuesday.

Captain J. C. Pringle, of St. Clair, was in the city this week. He reports good progress on his steamboat now building.

It is said that figures will not lie, but last week they made us say that the schooner J. H. Webb was sold for $10,000. Read $19,000.

Mr. H. Gould, of S. F. Hodge & Co.'s iron works, Detroit, is in the city putting the machinery in the Bradley-Grover boat at Mr. Radcliffe's yard.

Henry Schoof, last season on the Superior, has been appointed chief engineer of the Maurice B. Grover for the season, and Maurice Allender, the "sweet singer" of Buffalo, will go as assistant.

John B. Purvis, of Detroit, patentee of the Purvis automatic crank pin oiler, has received the appointment as chief engineer of the new steel steamer Corsica, belonging to the Mutual Transportation Co., of Cleveland.

The tug R. K. Hawley, owned by the Dewhirst Bros., has received considerable repairs this winter, consisting of new rail, stanchions, some new plank in bottom, new smoke stack, and other repairs deemed necessary.

The new Bradley boat wants but eight strakes of planking and she will be ready for launching. Because of some lack of facilities she will not be launched until April 10 or 15. Captain H. Stone will command her, and Mr. Tyler will be chief engineer.

The Philip Minch is fast approaching completion, and if the weather continues favorable for work she will go into the water about April 1st. Captain Albert Meyers will command her, and William Seaman will be chief engineer.

The Schoolcraft has been sold to Geo. A. Nestor, of Marquette, for $68,000. The Schoolcraft was purchased by Captain Mack and John Fitzpatrick last fall, and it is considered that they have made a good sale. She is now laying up at Ogdensburg, N. Y.

The Cleveland Shipbuilding Co. is repairing the machinery of the steamer Wm. Edwards, and has supplied her with steel arches and a new boiler house. Mr. S. A. Wells will have charge of the repairs on her machinery, and will also be chief, as usual, this year.

Plans for the new drydock are being perfected very rapidly. Mr. Wm. H. Radcliffe and son visited Buffalo on Monday in the interest of the new enterprise. They will have docking facilities for the largest boats afloat on fresh water. The blocks will accommodate a boat having 400 feet keel. The docks when ready for work will be the largest and most complete of any on the lakes.

Captain D. P. Dobbins, superintendent of the 9th Life Saving district, visited the Cleveland station last week, on a tour of inspection and for the purpose of paying off. He finds that the station will need either some extensive repairs, or a new building, and up to this time the officials have been considering the matter. Let us have a new building with the best facilities possible, for saving life and property.

The Cleveland Shipbuilding Co. will launch the first Lackawanna boat in about two weeks. The bed plate is in, driving bearings, water bottom pipes, and sea cocks are all connected, but the boilers and machinery will not be put in until after she is launched. She will be named the Lackawana, after the line for which she is built. This company has also made some changes in the cranks of the steamer Wokokon. She will have a new pin, counter balance, and other necessary repairs. The steamer Kalyuga has had her crank shifted and other repairs necessary to her machinery. Some repairs have been made on the boilers of the steamer Superior. The Sheldon has new crank pins and connecting rods. They have also placed on the Wm. Chisholm a Williamson Bros.' steam steerer. The Onoko has received new valve stems, other necessary repairs, and a general overhauling.

At Radcliffe's yard work is progressing rapidly. The steambarge Fairbanks is receiving new main and mizzen masts, larger hatches, and her cabin, which was below decks, has been raised to the more modern half cabin above decks. The Keystone will have new ceiling, new floors, four new hatch beams, hatch combings, and her consort, the schooner Masterson, will have a new foremast. The schooner Kingfisher is also being overhauled. She is receiving new stanchions all around, planked solid rail. She is to be used in the lumber trade this season.

The following sales have been made since last report: Tug Charles Castle, one-third, to Wm. A. Creech for $900. Propeller H. B. Tuttle, M. A. Hanna to J. A. Holmes and W. A. Robison, 2-16ths for $4,000. Barge Transport, Maria A. Wright to Margaret Christie, of Erie, Pa., one-third, for $534. Schooner H. D. Root, whole, Ellen Watson to Thomas Faragher and Harriet E. Faragher for $3,000. Tug Allie May, whole, Thomas Axworthy to Louis B. Presley for $3,500. Schooner Senator Blood, 7-12ths, Thomas Cahoon to George Hutchinson for $2,500. The Blood is laid up in Algonac and getting a rebuild under the supervision of Captain C. Glass. Tug John Gregory, Mary H. Archer to Wm. H. Creech, 3 16ths, for $1,000.

The Vessel owners' association have for some time been considering the advisability of having some reliable, experienced man to trim their vessels at Two Harbors this season, and the following is the substance of the recommendation given to Captain C. N. DeOtt, who has been selected by them for that purpose:

CLEVELAND, O., March 5, 1888.

To R. H. Lee, Vice President of the Duluth and Iron Range R. R. Co.:

"We, the undersigned, members of the Vessel owners' association, and masters of vessels of this and other ports, respectfully recommend Captain N. C. DeOtt to be a suitable person to take charge of the trimming of our vessels at Two Harbors this coming season if any go there." This was signed by every owner and master in the city with one exception, and the RECORD can heartily endorse the above, for we have had a long personal acquaintance with Captain DeOtt and unhesitatingly say, his wide acquaintance, long experience, and good reputation fit him for performing the duties of such a position with satisfaction to all interested. We hope the captain will meet with success.

Mr. H. A. Hull has been appointed chief of the Wokoken, and Wm. Doubleday assistant.

The engines for the C. H. Johnson are on end, and her boilers will go in this week.

Mr. Peter June has been appointed chief engineer of the steamer Cormorant. His assistant has not yet been named.

At the Globe Iron Works the engines for the Republic boat are all up and work on the boilers is progressing rapidly.

The new boilers for the steamer Egyptian, built by the Stearns Manufacturing Co., of Erie, Pa., will be completed and in Cleveland about April 5th.

P. H. Doyle is doing a very fine business in plumbing and steam fitting at his new shops on Main street. Marine engineers are cordially invited to call and see him.

Geo. W. Mathews, who has been overhauling the machinery of the Egyptian, will be chief engineer of that boat, and Ben Hinelein will be second.

Work has begun toward fitting out the machinery of the steamers Republic, H. B. Tuttle, Cambria, Sheffield, Spokane, Kalkaska, Specular, Tacoma, Colonial, Smith Moore and Egyptian, and the tugs Sampson and Allie May.

The machinery in the Yosemite is being thoroughly overhauled at the shops of the Cleveland Shipbuilding Co.

John D. Marker has been appointed chief engineer of the steamer Samuel Mather. James Coyne will be assistant.

The second boat for the Lackawanna line is getting along nicely. Many of the frames are up, and some of the plating is being put on.

At the Globe drydock they are refastening the Argonaut, also giving her steel arches, and a thorough calking. Work is progressing on the cabin of the C. H. Johnson, which will probably be ready for launching about April 1st or 15th.

Henry McGinnis has been appointed chief engineer of the steambarge Ohio. Mr. Chase, last year engineer of this boat, will retire to look after the interests of his recent invention, the Chase fog whistle, whose ad. appears on another page.

The three wheels just turned out by the Cleveland Shipbuilding Co. are very smooth and fine castings, one of which is designed for F. W. Wheeler's new boat, one for the iron boat building at the Cleveland shipyard and one for the Minch boat building at Radcliffe's yard.

After the Wm. Edwards came out of the drydock a short time ago, it was discovered that she was filling water. The steam pump was applied to keep her free. Close examination showed that some malicious person has put a two-inch auger hole through her bottom which necessitated plugging.

Meteorological summary for the week ending March 13, 1888:

Mean barometer	30 23
Mean temperature	28 2
Mean humidity	68.3
Total precipitation	0 47
Prevailing direction of wind	N.W.
Total wind movement	2289
Av. cloudiness	6 2
Av state of weather	Fair.
Max. temperature, highest	51 7
Min temperature, lowest	7.8

W. H. HAMMON, Sergt. Signal Corps, U. S. A.

OSWEGO.

Special to the Marine Record.

Already vesselmen are talking of fitting out their vessels. But little ice is reported in the lake, and the chances for an early opening of navigation is good. The Oswego fleet will be commanded as follows: M. J. Cummings, Captain Charles Tifft; West Side, Captain John Quigley; M. T. Downing, Captain P. Woods; W. I. Preston, not named; Kate Kelley, Captain William Lennon; Oliver Mitchell, Captain M. Hourigan. W. H. Oades, Captain P. Hurley; J. R. Noyes, Captain Charles Bough; John Wesley, Captain James Curran; Samana, Captain John Graham; Willie Kellar, Captain Pitcher; Hoboken, Captain Richards; John Magee, Captain Ripson; American, Captain David Beggs, sr.; Comanche, Captain David Beggs, jr.; D. G. Fort, Captain William Andrews; Mystic Star, Captain John Hurley; steambarge Monteagle, Captain William Griffin; Charles Stewart Parnell, Captain Patrick Griffin. The following Oswego captains will have charge of other vessels of the lakes: Captain Daniel Hourigan the steambarge Hecla, of Ogdensberg; Thomas H. Beggs the schooner Skylark, of Chicago. Captain Cal Becker, of Pulaski, will sail the schooner James Mowett, and Charles Daniels the schooner H. W. Sage. The Lem Ellsworth has not been given out yet. Captain W. H. Williams the steambarge S. C. Baldwin, of the Whitney fleet.

The schooner Oliver Mitchell, of the Mitchell estate, has been sold to H. D. McCaffrey, Larry Ward, and Captain Matt Hourigan, consideration $7,500. L.

CLAYTON.

Special to the Marine Record.

Captain Lewis Elliott has sold his interest in the schooner Grace Whitney, and will sail the new schooner being built at Mount Clements, Mich., for Charles Hebard & Son. Her capacity is about 800 tons. Captain Elliott has been in the Whitney employ for the past twenty-five years. We understand Captain Elliott has bought an interest in the new boat, the Aloha. We wish him success and lots of it.

Mr. R. D. Buckman goes in the Iron Duke as second mate. He is a young man and we congratulate him.

Captain William O. Tool has bought one-eighth of the chooner Hartfrod, and will sail her. C. M. M.

MILWAUKEE.

Special the Marine Record.

As to our shipyards, the ship carpenters having been on a strike, the yards are not advancing work very rapidly, but from present indications the men will get to work soon and the hum of industry will again be heard. As to the merits of the strike, either way, I am not in a position to judge, although the resorting to strikes has done more to hasten the day of pauper labor than any act that capital ever did or will do.

The Milwaukee Shipyard Co. has one barge, of about 45,000 bushels capacity, ready for the water, and also one small barge for Henry Starke & Co., which is 117 feet long, 26 feet beam, and 9 feet hold, and will be ready for steam in about ninety days. When these boats are launched they will begin work on a duplicate of the barge Omaha (built by the company last season), to carry about 50,000 bushels of wheat. The machinery will be built by Hodge, of Detroit.

Wolf & Davidson are about ready to launch their boat, the Thomas Davidson. She is 286 feet over all, 42 feet beam, and 23 feet molded depth, and is calculated to carry about 2,500 tons of ore. As soon as she is launched they will begin on a barge, to carry about 40,000 bushels of grain. She is to be supplied with a steeple compound engine, 20 and 36 by 30, built by Jas. Sheriffs estate, of this city.

James Sheriffs estate is building an 18 by 24 high pressure engine for the Starke barge above described, and also a steeple improved, 20 and 26 by 30, for the other barge built at the Milwaukee yard. In addition to the above they are building a 22 by 26 for B. W. Hart, of Green Bay, for his boat now on the stocks at Manitowoc, and are putting their improved cut off on the steambarge Burroughs. They report an increased demand for their propeller-wheel and also the improved hoisting pony, having sold some twelve or fifteen to boats at this port, and are rebuilding others of the old style by putting on their improvements.

The R. Davis boiler works have all they can do, as the following will attest: One 10 by 10 feet boiler, Scotch type, for the barge at Sheboygan; one 8 by 15 feet boiler, Scotch, for the Milwaukee syndicate barge; two 5 by 12 feet boilers, Scotch, for Wolf & Davidson's barge; one 7 by 13 feet boiler, Scotch, for the Starke barge above described, besides numerous others, and they are overcrowded in their large works. J. A. S.

ASHTABULA.

Special to the Marine Record.

This port is prospering and bids fair to rate as one of the best ere long. The largest fleet ever laid up here, which comprise twenty steam and sail vessels, are undergoing or will undergo necessary overhauling and repairs, and be fitted out. More new docks are being built; also, many new appliances for loading and unloading. The iron ore is being taken away as fast as trucks can be procured to be loaded. A new iron swing bridge and a new life saving station are also promised to this thriving port.

J. G. Laird, ship builder, has taken the top deck off the steambarge J. H. Prentice. She will now go in the lumber-carrying trade. He has been giving the steambarge D. M. Rust and schooner D. K. Clint a general overhauling and calking. The schooner Halloran is getting some new stanchions and rail and a general overhauling.

J. G. Laird intends adding a steam saw mill to his shipyard.

J. P. Devney, shipbuilder, has on the stocks a fishing tug 49 feet over all, 11 feet beam, 4½ feet depth of hold. She is ready for launching. The schooner L. C. Butts has received new keelsons, a general overhauling and calking; the barge Brunette new hatch combings and her decks calked; the schooner Sam Flint two strakes of plank on top side, new plank sheer, rail and stanchions, new forecastle deck, pawl posts, windlass bits, and a general overhauling; the barge Michigan had her top sides calked and new stringers under deck beams: the barge Helena is getting new plank sheer, stanchions, rail, and hatches and general repairs, schooner Genoa some new stringers and rail, tow posts, rudder stock, fore and main masts, and bowsprit, and ceiling calked; barge Sumatra some new stringers, stanchions, and rail, timber heads, rudder, main boom and calking; the propeller Vienna new main mast, main boom, timber heads, calking, and some general repairs; the propellers Havana and Sparta general repairs and calking; the barge Verona will receive a general overhauling.

J. P. Devney is erecting a derrick for hoisting spars, machinery, etc.

Captain J. W. Nicholson is here from Cleveland, looking after the repairs doing on the Cleveland Transportation Co.'s vessels, laid up at this port.

Captain Jas. A. Madigan, of the schooner A. A. Carpenter, has spent the winter at this port, and has been superintending the work on the steambarge J. H. Prentice and schooners Carpenter and Goshawk.

R. D. Mayberry is much pleased with his change from the propeller Smith Moore to the propeller Sparta, which he has come here to fit out. WILLIAMS.

STURGEON BAY.

Special to the Marine Record.

New spars were placed in the barges Mayflower and Emerald of this port, during the past winter. They will be the consorts of the steambarge Thos. H. Smith the ensuing season, and will be employed in freighting lumber between here and Chicago. Captain John Walker of Grand Haven, will be in command of the Smith.

During the past winter, Capt. E. S. Minor of this city, added to his wrecking out-fit a scow of sufficient size, to be used as a lighter, where heavy cargoes are to be jettisoned. The scow will be supplied with a patent hoisting apparatus, steam pumps etc., while her hold will be large enough for the storage of a vessels out-fit, coal or any other articles which require a dry place.

As soon as the ice will permit, an expedition will leave here to effect the release of the schr. Blazing Star, and I. N. Foster ashore on Fishermen's Shoal and the schr. Frank D. Barker which went on Spider Island reef last fall. Owing to the low stage of water at that time this craft was abandoned, as it was thought it could be easily released after the water raised, which will no doubt be the case. The Blazing Star is owned by the underwriters, while Leatham and Smith own the I. N. Foster, and Capt. E. S. Minor the Frank D. Barker. A valuable steam pump, the property of Leatham and Smith, was left on board the Blazing Star last fall; owing to the early freeze up, they were unable to recover it, and it is thought the pump will be lost.

A largely signed petition has been forwarded to the Lighthouse board at Washington, asking that body to change the fixed red light, now at the entrance to the Sturgeon Bay and Lake Michigan ship canal, to a flash red and white, similar and of the same order as the one now on Sherwood's point. Mariners claim the present light at the harbor entrance entirely inadequate to the requirements of this important harbor, claiming that it is impossible to discern the present light at greater distance than five or six miles. The petition bore the names of prominent marine men of this place, Chicago and other ports, and it is earnestly hoped the board will order the change made immediately. D.

LAKE IMPROVEMENTS.

Colonel R. C. Parsons, of Cleveland, made a most forcible and acceptable argument in favor of the Grosse Point channel improvement at the head of the Detroit river, upon the St. Clair flats, before the river and harbor committee of the house. The room was crowded, and the committee full. Colonel Parsons spoke entirely without notes, save as he referred to statistics and the chart before him. He completely enlisted the attention of the committee and answered repeated questions of members with readiness, showing his complete knowledge of the commerce of the lakes. Speaking of the improvement asked for he said:

"No man, however brilliant his imagination, can scarcely grasp the almost limitless wealth of the commerce of these great inland seas. Over this identical spot congress is asked to improve there passes every year a richer traffic than the value of the whole annual foreign trade of the United States with the entire world. Last year the tonnage passing over these St. Clair marshes was over 20,000,000 tons of freight, 100,000 passengers, and 37,420 passages of vessels. Over one hundred vessels went ashore here last season at the cost of vexatious delays, lightering of cargoes, and loss of valuable time, as well as damage to vessel and owners. The necessity for deeper water arises mainly from lower water and the use of larger steamers engaged in trade necessary to carry on business with profit. In 1887 sixteen steamers were built upon the lakes, costing $200 000 each, drawing seventeen feet of water, and nineteen steamers costing $135,000 each.

"It does not matter to my constituents," said Colonel Parsons, "nor to the commercial representatives of the great cities of Chicago, Milwaukee, Duluth, Toledo, Detroit, and other places, whose resolutions lie before you, that no survey has been ordered by congress at this point. There has been no time since the failure of the appropriation bill and the inadequacy of the channel last season to ask congress for such action. We believe this committee can judge for itself of the pressing necessity of this improvement. Let this channel fail by reason of still lower water in the lake, and you arrest and destroy the richest and most important traffic in the world. You bankrupt the cities and country from the Atlantic to the Pacific. This committee has no right to rest upon a mere technical objection to this improvement, because it has not already followed a purely technical path to reach you. We have the right to come to you directly, state our case, tell you our needs, ask your aid, and expect the necessary relief. Eight great states touch the borders of these lakes. West of Lake Superior lies a boundless territory soon to swarm with millions of active citizens. Here is the land for the landless. There can be found 600,000 square miles of land, enough to make fifteen great states the size of Ohio, and its vast commerce finds its way eastward over these lakes, and every pound of it must pass over this identical spot."

In reply to a member of the committee who asked, "Where does the bulk of this great commerce from the west go?" Colonel Parsons responded: "After supplying the local demands of the lakes it rushes like a torrent to the Atlantic seaboard, thence to find its way to other lands."

"Why don't your people insist upon a waterway connection from Lake Ontario to the seaboard, or from Buffalo direct to the ocean?" was then asked, to which Colonel Parsons replied: "We do believe that the time will come when statesmen can be found who will be wise and sagacious enough to provide water communication from the head of Lake Superior to the salt waters of the Atlantic. Some day it will be. I intend," said Colonel Parsons, "to make this my special business. Just as soon as I am re-elected to congress, then I am sure it will be done." This response caused general laughter.

Colonel Parsons read a letter from General Poe to President Hanna, of Cleveland, warmly endorsing the proposed measure. He also gave the number of vessels owned on the lakes, tonnage, and numbers owned by the different states, and tonnage. He concluded his remarks by an urgent appeal to the committee to take prompt action in the matter, insisting that no more important matter could claim their attention.

Colonel Parsons was congratulated at the close of his argument, and a delegation from Maryland waiting to be heard before the committee followed him to the hall, and its chairman warmly congratulated him upon the felicitous manner in which he had urged his case.

S. B. Grummond is now the owner of nine tugs. His latest purchase was the tug Christian.

VARIATIONS ARE CHARMING.

To the Editor of the Marine Record:

NEWBURG, O., March 10.

In your last issue there is a letter published under the heading, "Variation and Deviation of the Compass," and although I have honestly tried to follow the sense of it there are passages in which I get left entirely in a fog.

For instance, the writer of the letter says that the variation of the compass is evidently greatest in high latitude, and least near the equator. This is not evident to me at all, and I consider the assertion an error, but whether it has crept in between the writer's pen and the printer's type, or from a total misunderstanding of the subject, we do not know.

Secondly, in speaking of finding the correct deviation of the compass as a simple matter to an experienced navigator, and to be determined by taking azimuth's amplitudes, etc., all very right and proper, yet I fail to realize just how simple it is to keep a correct deviation card when, in twenty-four hours, I might have just as many errors to allow for, without, perhaps, having the chance of finding the correction to be applied. In the case of a compass being affected by deviation, an amplitude, accurately observed, would only give the error for the point the vessel's head was on at the time of the observation, and it would be anything but correct to try and steady the vessel's head on another point to obtain a second amplitude; while in the event of having two or three compasses on the vessel, each one accurate and in good working order, but differing from each other on almost every point of the circle, as is often the case, then the navigator does not find it always so simple and easy a problem to know just what each of his compasses is going to indicate when he requires to alter his course.

The formula is also given for finding the correction of the compass in high latitudes, and the deviation, as shown by the compass, is said to be the true variation found. In the name of common sense will the writer please to state the difference between variation and deviation. If so, I will promise to endeavor to catch the meaning of his explanation.

Again, it is stated that masters on the lakes should have a knowledge of these simple methods in correcting a faulty compass. Well, of course, opinions may differ, but an irregularly working compass ought to be discarded, or if otherwise faulty, should be remedied by a skilled mechanic at home and not sent on to the bureau of navigation at Washington for repairs, as I heard of a captain doing last year. However, the compass was returned about the same as it was sent, and I suppose the clerks had a smile at the blissful ignorance of the sender.

The frank opinion offered as to the revival of the laws of navigation not being necessary is charming in its simplicity; and as regards the revisal of masters, all present requirements are met and filled. J. S.

AN OVERLADEN SAILING-SHIP.

The British merchant shipping act, of 1876, which provides for the detention and survey of ships by the board of trade, upon there being reason to believe that the vessel detained is unseaworthy on the ground of overloading, also contains a provision that either the board of trade or the owner of the ship may refer any disputed case to a court of survey, the constitution of which is also prescribed by that act. Our readers will remember that, a little over two years ago, the board of trade adopted the tables of freeboard which had been compiled by a representative committee appointed by Mr. Chamberlain, when president of the board. At the same time, they entered into an agreement with Lloyd's Registry, by which they recognized the load-lines marked by the Registry in accordance with the tables. Since that time numerous vessels, both sailing ships and steamers, have been marked by Lloyd's Registry, at the request of the owners, as may be seen by the large number of recorded freeboards given in the 1887 volume of the Register.

Meanwhile, the board of trade survey staff have been active in detaining overladen vessels, and have, in fact, detained, or warned a large number in spite of the apparent complexity of the new rules, which renders their ready application a matter of some little difficulty. A recent case of such detention is remarkable, as being the first in which a court of survey has been called to decide a case of overloading since the promulgation of the new tables. The court sat at Liverpool, and consisted of the wreck commissioner and assessors; the assessors being Sir Nathaniel Barnaby, K. C. B., late director of naval construction, and Captain Martin, of Liverpool. The vessel in question was the four-masted sailing ship County of Edinburgh of 2,160 tons gross. She was marked and loaded to a freeboard of 5 feet 1 inch. The board of trade contended for a freeboard amidships of 5 feet 9 inches.

The court gave judgment, and ordered the ship to be lightered to the latter figures; and, in giving a brief account of the case, we can not do better than follow the order which the wreck commissioner adopted in his very lucid statement of the case. The board of trade based their case entirely upon the load-line committee's tables, and upon their interpretation of them; but for the owner it was contended, in the first place, that the vessel had sailed at the same freeboard for two previous voyages with good results; and in the second place, that 2½ inches per foot depth of hold, or 5 feet 1 inch side, was enough for the vessel. On the owner's side, also, one technical witness disputed some of the details of the application of the tables to the case of the vessel.

A former master of the ship gave evidence that the ship was a very dry one when immersed fully to her load line disc, and only took in water occasionally over the bow; but the effect of this evidence was materially weakened by the fact that entries in the logbook were quite inconsistent with it. As regards the freeboard being sufficient, whatever the rules might require, the owner produced a number of witnesses, marine surveyors, who had seen the vessel and who were of opinion that the freeboard marked was sufficient. On this the wreck commissioner remarked that he had thought in such a way of considering the question of freeboard, which might be called by rule of thumb, was exploded. It can obviously, henceforth, be of no use, in any contested case of freeboard, to produce evidence derived from individual experience at sea, where such evidence is opposed to the freeboard tables. They represent the results arrived at by a representative committee, who had at their command the generalized experience of the past. The committee took evidence wherever it was offered, and arrived at a unanimous conclusion. No mere individual experience is of avail against this, and we presume that, in future, such will not be put forward.

Coming now to the contention regarding matters of detail, it is hardly necessary to say much except upon one point. The figures of the board of trade surveyors were challenged in three places, but two of them were mere matters of measurement involving no principle, and of them it is sufficient to say that the court was satisfied of the substantial accuracy of the measurements put forward.

The important question was as to the allowance to be given for deck erections. The erections in the County of Edinburgh are a forecastle about one-eighth the length of the ship, a very short poop, extending only about 9 feet forward of the stern-post, but having at its fore-side an iron house, partially attached to it. The house is 37 feet long, and on each side of it there is an open space between it and the bulwarks between 8 and 9 feet wide. Besides this there are two other houses. The load-line committee's rules make no allowance for houses not extended to the sides of the ship, but the owner contended that this was a specially-constructed vessel, and that there should be some such allowance.

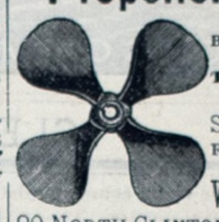
It may be mentioned that the clause of the tables allowing for a poop and forecastle does so by a sliding scale, in which a short poop and forecastle have a greater allowance in porportion to their length than longer erections of the same kind. If, however, there is only a forecastle, the allowance is but half that which would be given, supposing there were, in addition, a poop of the same length. It thus happens that a poop and forecastle of the combined length of say 40 feet, would entitle the vessel to a larger allowance than if there were a forecastle only, which was 40 feet long. This appears to be reasonable, and to be based upon a due recognition of the importance of position as well as size in deck erections. It was thus that the County of Edinburgh benefited much in assigned freeboard by having a poop, although the poop was of very small dimensions.

Against the claim for additional allowance for the iron houses, Sir Digby Murray, on behalf of the board of trade, gave important evidence which really decided the question. In the first place he proved that the absence of provision for deck houses in the freeboard tables was no mere lapse, but was intentional, since the load line committee did not recognize any such value in these erections as would entitle them to count in questions of freeboard. Further, they were of no value as lifting power to the ship when among waves. In fact, houses not extending the whole breadth of the ship were of the slightest possible advantage from any point of view, and they entailed the serious disadvantage that water was kept between them and the bulwarks, and thus there was a source of danger to seamen. As we have already said, the decision was that the vessel should be required to have a freeboard of 5 feet 9 inches.—*Nautical Magazine.*

This is what a line looks like without rimming.

A new method in first-class *Merchant tailoring* is adopted by *Jos. L. Kohn*, practical tailor and cutter, 213 Detroit street, second door from corner Pearl, namely: *To take measures* and *make to order* in the nobbiest style, according to monthly new fashion plates, Gent's finest *Dress Suits, Business Suits*, single *Pants* and *Vests* for the *same prices!* as usually charged for ready-made clothing store garments. Excellent workmanship and perfect fit are guaranteed, or garments will *not be* delivered until the customer's satisfaction is reached. Doing *his own cutting* (which alone saves $30 per week.) and other economical measures, saves the customer all unnecessary taxes.

Propeller Wheels.



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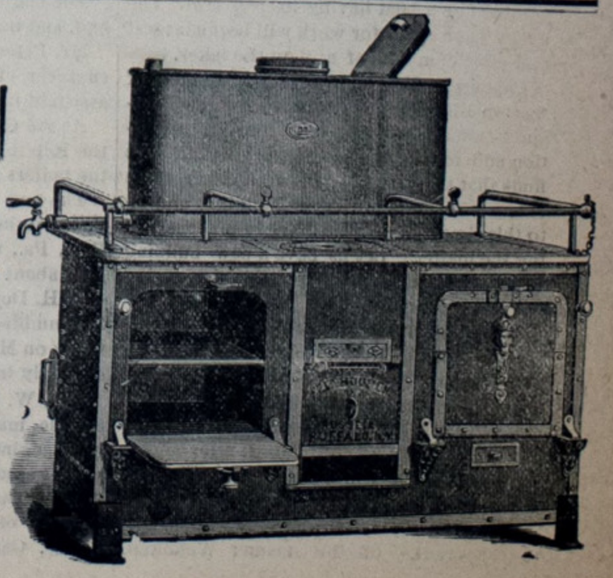

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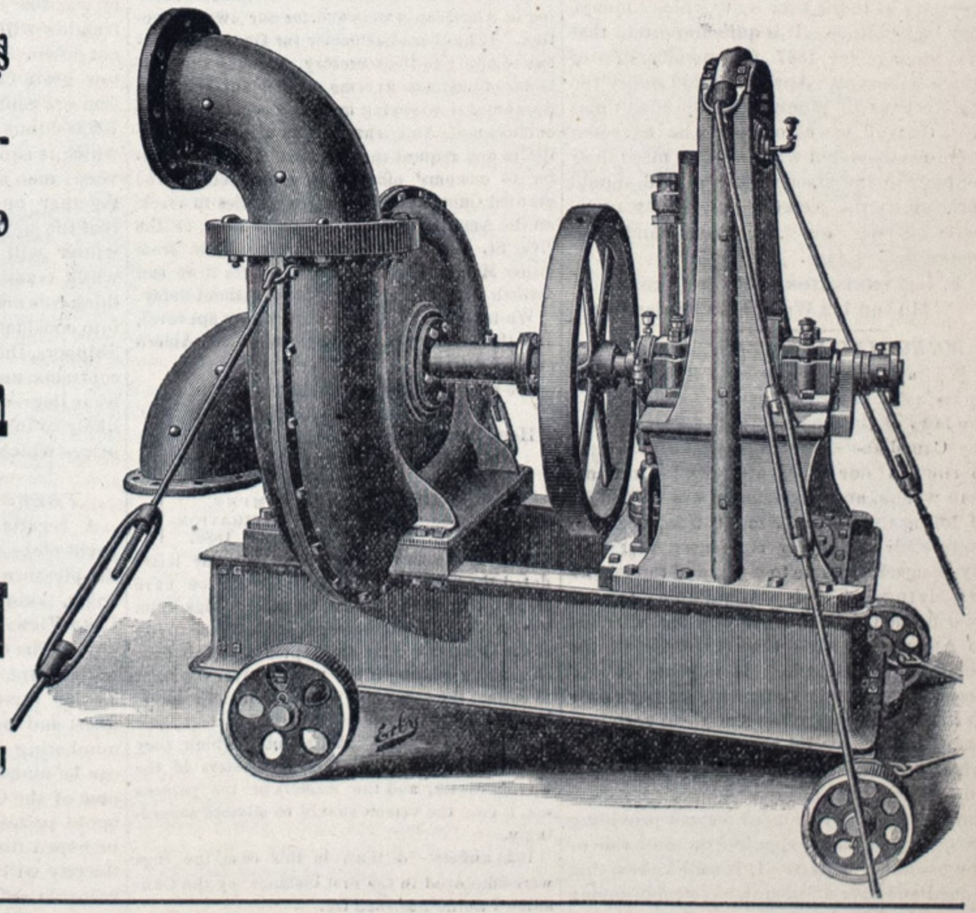

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MARCH 15.

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[Membership, 1887]

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MARINE RECORD—OFFICIAL PAPER.

NOTICE TO VESSEL OWNERS.

By resolution of Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register was levied the same as for 1887, viz: 3c per ton on *steam* and 4c on *sail* and *consort*, with former stipulation limiting the secretary as to the time up to which tonnage may be admitted. It is quite important that the tonnage for 1887 the membership of which will expire April 1, should notify the secretary as to renewal before that time; also, that all vessel owners who have not been members, but who desire to place their tonnage in the association for 1888, should early notify the secretary, personally or by letter, giving names of vessels and their respective tonnage. Address,

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

WRECKING COURTESIES AGAIN.

We have heretofore insisted that there was no industry in the country so hampered by the laws of this country and the protests of the Canadians so much as that of the lake marine. If our vessels are stranded in Canadian waters, and our seamen are in danger of losing their lives, American tugs can not go to their relief, for the reason that they lay themselves liable to a fine and the seizure of their tugs. This is not equitable. It must be conceded that more vessels are wrecked in American waters than in those of the dominion of Canada. If any one is disposed to deny this statement, we have only to say that there are ten American vessels to one Canadian vessel on the lakes, most of which hug the American shore, and that if our statement is not true the fault lies with the Canadian government for not providing adequate aids to navigation on their side of the boundary waters. It is well known that Canadians have no adequate system of saving life. The life-saving service of the United States is the most perfect in the world. The system that this government has adopted for aids to navigation is not surpassed by any country in the world. The canals of the United States are thrown open to the commerce of the Canadian fleet without even the cost of tolls. These points are well borne out by statistics. Then why should the "to be annexed" kick against the pricks" and hold out against wrecking courtesies. It is impossible to discover a grain of common sense in the policy the Canadian government would adopt; that is, to deprive American tugs from wrecking American vessels in Canadian waters, when it is well known that four fifths of the disasters occur in waters subject to American rule.

It may be considered that the Canadian tug owners are somewhat uneasy about this wrecking reciprocity, but it is safe to say that if the authorities of any one of the Canadian customs districts was on board of any one of these stranded boats he would welcome succor from whatever quarter, be it American or Canadian.

In regard to this matter, which has long troubled our vessel owners, a bill has been introduced into the house and senate at Washington entitled an "Act to aid vessels wrecked or disabled in waters contiguous to the United States and the dominion of Canada," approved June 19, 1878, be and the same is hereby so amended that it will read as follows:

"That Canadian vessels and wrecking appurtenances may render aid and assistance to Canadian or other vessels and property wrecked, disabled, or in distress in the waters of the United States contiguous to the dominion of Canada: Provided, That this act shall not take effect until proclamation by the president of the United States that the privilege of aiding American or other vessels and property wrecked, disabled, or in distress in Canadian waters contiguous to the United States has been extended by the government of the dominion of Canada to American vessels and wrecking appliances of all descriptions. This act shall be construed to apply to the Welland canal and improvement of the waters between Lake Erie and Lake Huron, and to the waters of the St. Mary's river and canal: And provided further, That this act shall cease to be in force from and after the date of the proclamation of the president of the United States to the effect that said reciprocal privilege has been withdrawn, revoked, or rendered inoperative by the said government of the dominion of Canada."

OGDENSBURGH, N. Y., May 18, 1885.

SIR: We desire to inform you that an association has been formed, consisting of Messrs. Jno. K. Post & Co., and Thos. Dobbie, of Oswego, N. Y., and our firm, for the purpose of carrying on a general wrecking business on Lake Ontario and the river St. Lawrence under the name of the South Shore Wrecking Co. We have pumps, tugs, hawsers, divers and diving apparatus, jacks, etc., stationed at Oswego, on Lake Ontario, Clayton [near Cape Vincent,] and Ogdensburgh on the St. Lawrence River. This apparatus is more complete than any stationed on the Canadian side of the lake and river, and is placed at convenient points where wrecks are most likely to occur. We have taken every precaution to supply everything required by a first class wrecking company, and our association has been formed to prevent Canadians wrecking in American waters and for our own protection. It has been customary for Canadian parties to apply to the secretary, through the collector of customs at some convenient point, to do whatever wrecking may be necessary to the exclusion of American interests, and it is our desire and request that you issue a circular letter to customs' officers that no permits be granted Canadian wrecking companies to wreck on the American side of Lake Ontario, or the river St. Lawrence, until they ascertain from either Messrs. Post & Co. or ourselves if we can furnish the necessary assistance without delay.

We trust this request will meet your approval, and the necessary steps taken to protect American interests.

We remain, sir, your obedient servants,
GEO. HALL & Co.

Hon. Daniel Manning,
Secretary Treasury, Washington, D. C.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., December 4, 1885.

SIR: This office is in receipt of your letter dated the 24th ultimo, stating that you have noticed that two or three Canadian tugs from Port Arthur have been engaged about the wreck of the steamship Algoma in picking up bodies, etc., and inquiring if the vessels have the right to collect the cargo and what action shall be taken by you in regard to the matter.

No authority of law exists under which they can pursue their business in waters of the United States, and the masters or the persons employing the vessels should be advised accordingly.

It is understood that, in this case, the tugs were employed in the first instance by the Canadian Pacific Railroad Co.

A notice from you to Manager Beatty, of said company, that the employment of the vessels is not in accordance with the regulations upon the subject, would probably serve to cause the persons responsible for the vessels to refrain from any violation of the law.

Please give him notice without delay, and take such other measures as on further investigation you may find to be necessary in the premises. Very respectfully,

JARVIS PATTEN, Commissioner.

Collector of Customs, Duluth, Minn.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., April 18, 1887.

GENTLEMEN: This office is in receipt of your letter of the 16th instant, inquiring whether, in the event of the wreck of a vessel in the United States, foreign wreckers can be forbidden to pursue their employment with foreign apparatus for the purpose of saving the wrecked vessel or cargo.

In reply, you are informed that the decision of the question in any particular case would depend upon the particular circumstances.

In certain cases permission has been given "to wreck," as above mentioned, but it is usually denied in view of the requirements of the statutes upon the subject.

As a reply to your inquiry relative to the duties which would be assessed, I transmit herewith a copy of the tariff.

The appliances you mention are not provided for specifically therein, and the rate of any duty levied would depend upon the character of the various articles. Respectfully, yours,

C. B. MORTON, Commissioner.

Messrs. Bowring & Archibald,
No. 18 Broadway, N. Y.

THE MAY COMPACT.

The action of the Cleveland Vessel Owners' association, at their meeting last week, was positive and leads to the belief that no active operations will be indulged in before the 1st of May toward starting the ore and grain fleets. This, however, will not be much later than many previous years. If we remember, Cleveland boats did not get away before the 25th of April in 1885 and 1886, and the straits were not open at that date and in the latter year many of the lower lake boats were detained several days after their arrival at the straits.

While the opening of navigation is usually reckoned from the time the first vessel passes through the straits, the condition of Buffalo harbor has a large influence on the sailing of the Chicago grain fleet, and many owners do not care to lay their vessels up at Buffalo for the reason that it is one of the harbors last to give exit to sail and steam on account of the vast quantities of ice piled up at the entrance to the harbor. This reason, however, will probably not obtain this season, the winter on the lower lakes not having been so severe as those of 1885 and 1886. Last season after vessels passed the straits and reached Buffalo it was some time before they could get into that harbor. But if the straits are open April 1st and the policy of the Cleveland vessel owners prevails and vessels are not started out before the 1st of May, the season for them will be shortened one month, and it is said that a short season is productive of greater profits than a long one. It was the theory of vessel owners in drawing up the compact that there is just so much freight to go forward and if this can be carried in six months instead of eight freights will rule higher and expenses be cut down. Compared with last season but few grain charters have been made and no iron ore contracts. While it is reported that 700,000 tons of steel rails have been ordered, which is equivalent to 2,100,000 tons of ore, vessel men and shippers are slow in coming together on freight rates. Shippers hold that the new tonnage put afloat during the winter will have due influence on rates, while vessel men, as a general rule, do not think it is much in excess of last year, taking into consideration the losses of the season. Shippers, therefore, are not anxious to make contracts until they can determine with some degree of accuracy how the season is likely to turn out, and owners are stiff for prices which they think will prevail.

FRESH WATER EXPOSITION.

A regatta, to be participated in by the yacht clubs of the lakes, is being talked up, the pleasure to take place at this city, a triangle, taking in sixteen miles in the lake, off Lake View park, to be the scene of the contest. The Cleveland yacht club has grown in numbers, and importance during the last two or three years, and is now one of the finest and most popular clubs on the lakes, numbering among its fleet as good yachts as can be found on fresh water. It is the purpose of the Cleveland club to get up a number of prizes to be competed for, and it is to be hoped that the public-spirited citizens of the city will assist in making the prizes as valuable and desirable as possible to all classes. The crew of the yacht Wasp have expressed their purpose to place on the list a cup, valued at $500, to be competed for. This cup will be equal in value to the famous America cup which has caused the English yacht men so much trouble and expense to lose. It is believed that the yachtmen of Toronto, Kingston, and other Canadian cities can be induced to take part in this exposition, and that the finely equipped and excellent yachts of Lake Ontario and the St. Lawrence river will come up and join with the clubs of the Detroit river and upper lake ports to defeat the Clevelanders for the prizes which they are inclined to offer.

The several yacht clubs in and around Mackinac are making active efforts to have the annual inter-lake meeting take place at Mackinac. While the straits would be good water to sail in the smaller or lower class yachts on Lakes Erie and Ontario would be prevented from participating on account of the run up through Lake Huron. The yacht clubs of the straits offer prizes to the amount of $1,000, but as one club in Cleveland offers $500 value it would not require much effort on the part of Cleveland to double that amount, as business men could be induced to take an active part, as the value would be returned to them with interest by the many visitors who would be present, and the enjoyment of the sport.

It is said that there will be no regatta in New York waters this season, which is another reason why a grand inter-lake event should take place on fresh water. We suggest then that business men and all interested in this fascinating sport come forward and sustain our yachtmen in making a grand exposition in the waters of Lake Erie.

A BILL has been introduced into the senate relative to bounties for certain American built vessels, which provides that there shall be paid from the treasury of the United States the following bounties, per gross ton, upon all iron and steel steam vessels, built in the United States and first presented for enrollment or registry after the 1st day of July, 1888, to-wit: On all such vessels of more than 1,000 gross tons and not more than 2,000 gross tons, at the rate of $15 per ton; on all such vessels of more than 2,000 gross tons and not more than 3,000 gross tons, at the rate of $20 per ton; and on all such vessels of more than 3 000 gross tons, at the rate of $25 per ton; on all such vessels under 1,000 tons, at the rate of $10 per ton: Provided That all such vessels shall be constructed according to plans approved by the navy department, which plans shall embrace the hulls, boilers, engines, and all machinery. Said vessels shall be at all times, for twenty-five years after their completion, subject to be taken and used by the United States government for military purposes, at a just and reasonable compensation, and that the secretary of the treasury and the secretary of the navy shall establish all forms and regulations necessary for carrying out the purposes of this act.

A GOOD bill is that introduced by Mr. Gray for preventing collisions at sea. It cites as follows: On the starboaad side a geen light, so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to show the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles; and a second or auxiliary safety green light, to be placed not less than ten feet abaft the forward green light, and so constructed and screened as to show a uniform and unbroken light over an arc of the horizon of nine points of the compass, so fixed as to throw the light from one point on the starboard bow to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles. On the port side a red light so constructed as to show a uniform and unbroken light over an are of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles; and a second or auxiliary safety red light, to be placed not less than ten feet abaft the forward red light, and so constructed and screened as to show a uniform and unbroken light over an arc of the horizon of nine points of the compass, so fixed as to throw the light from one point on the port bow to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear amosphere, at a distance of at least two miles.

MR. FRYE, who has a good word to say for our merchant marine on every occasion, has introdnced a bill in the senate to provide for an international marine conference for securing greater safety for life and property at sea. It cites that the president of the United States be, and he hereby is, authorized and requested to invite the government of each maritime nation to send delegates to a marine conference that shall assemble in the city Washington, on the 1st day of October, in the year 1888, or at such other time and place as he may designate, to appoint five delegates to represent the United States at said marine conference, and to fill vacancies in their number. It shall be the object of said marine conference to revise and amend the "Rule of the Road at Sea," and the "International Code of Flag and Night Signals;" to adopt a uniform system of marine signals, or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow, and thick weather, and at night; to compare and discuss the various systems employed for the saving of life and property from shipwreck, for reporting, marking, and removing dangerous wrecks or obstructions to navigation, for designating vessels, for conveying to mariners and persons interested in shipping, warnings of approaching storms, of dangers to navigation, of changes in lights, buoys, and other day and night marks, and other important information; and to formulate and submit for ratification to the governments of all maritime nations proper international regulations for the prevention of collisions and other avoidable marine disasters. The sum of $30,000 or so much thereof as may be necessary, should be appropriated, out of any funds in the treasury of the United States not otherwise appropriated, for the necessary expenses of said marine conference, including the pay and allowances of the representatives of the United States therein, who, if not officers in the service of the government, shall receive the same as members of the house of representatives in the congress of the United States.

Our paper was two hours late last week, owing to an accident to our press. When we started to run the edition, as usual, one of the guy-ropes gave way, allowing the forward gilder-fluke to fall and break as it struck the flunker-flopper. This, of course, as any one who knows anything about a press will readily understand, left the gang-plank with only the flip flap to support it, which also dropped and broke off the wapper-chock. This loosened the fluking from between the ramrod and the flibber snatcher, which also caused trouble. On going into the hatchway to stop the leak we found the coupling-pin which holds down the timpan of the center board box jammed and foul of the gilder-fluke, and we were obliged to send for a brand-new gilder-fluke.

LICENSED OFFICERS.

To the Editor of the Marine Record:

NEW YORK CITY, March 7.

Dear Sir: Although I seldom take any notice of anonymous communications, I shall depart from the practice this time, in order to put your talking steamboat on the right course.

First, let me say the bill attempting to regulate the hours of labor, of licensed officers, known as house bill No. 6135, was not introduced by Congressman Tarsney, of Saginaw, but by Congressman Amos J. Cummings, of New York City.

Second, if the vessel owners of the United States were to properly man their vessels, there would be no necessity of any one remaining on duty longer than twelve hours.

Third, if the owner, agent, or master of any steam vessel, either allows or abets the departure of any steam vessel without a proper complement of officers and crews, and they should be punished for it, and there is no punishment any too severe for the reckless disregard of human life, displayed by some owners.

Fourth, the bill in no way implies that its provisions extend to any one, except to licensed officers, so the example cited of the firemen refused duty, is no illustration of any evil effects of the bill. I notice Steamboat makes no mention of any reward given to the engineer, who did double duty to some of his employer's property.

Fifth, there are more conscientious men among masters than among engineers or deck officers, and where life or property is in danger, the engineers stand to their duty as long as any captain, and will not sue to recover damages, you may depend.

Sixth, three years ago the car drivers struck for twelve hours per day, this to constitute a day's work. The United Daily Press of New York, upheld them. The state legislature passed a law, that twelve hours should be a day's work and no more. The United States government employes only labor eight hours, a mechanic on shore nine or ten hours, yet upon more of these people does human life depend, but when the marine engineer without striking, but in a lawful and commendable way, seeks to raise himself to where the street car driver is, then all the steamboats of the country raise their valves and seek to drown justice in a cloud of noise. Let me say to Steamboat, and steamboat owners, be generous, be just, do not close the eye of justice with the mighty dollar, try and think that your employes, whether captain or cook, are worthy of some thought, of some consideration at your hands, that an engineer is human in all things, and only seeks such treatment as should be accorded to any man, by any one professing to be a christian.

ASPINWALL FULLER,
National Pres. Marine Engineers' Asso'n.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

THOMAS MARTIN,	Oswego, N. Y.
JAMES ASH,	Buffalo, N. Y.
W. BULLARD,	Buffalo, N. Y.
S. D. CALDWELL, *President*,	Buffalo, N. Y.
E. T. EVANS,	Buffalo, N. Y.
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JAS. CAREY EVANS, *Treasurer*,	Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

CHICAGO BRIDGE ORDINANCE.

SECTION 1.—That sections 984 and 985 of the municipal code, adopted April 18, 1881, as amended passed November 2, 1885, be, and the same are hereby amended to read as follows, viz: 984. No bridge within the city of Chicago, excepting on Sundays, shall be opened during the times herein specified:—

1. Across the maine river, and across the South Branch of the Chicago River from its junction with the Main Branch and so far south as Harris street, including the latter, and across the North Branch of the Chicago River at Kinzie street, between the hours of 6 and 9 o'clock in the morning and 4 and 8 o'clock in the evening.

2. Across the North Branch of the Chicago River, from Kinzie street, exclusive, to Halsted street exclusive, and across the South Branch of the Chicago River, from Harrison street, exclusive, to Halsted street inclusive, between the hours of 6 and 8 o'clock in the morning and 5 to 7 o'clock in the evening.

3. All other bridges between the hours of 6 and 8 o'clock in the morning and 5 and 8 o'clock in the evening.

The provisions of this section are not to apply to "low bridges," or those under which tugs can not pass.

SEC. 2.—That section 985, as amended by ordinance November 23, 1885, is further amended by striking out the second proviso in said section, as amended, and inserted the following proviso in lieu thereof, viz.:

Provided, however, that all vessels having passed through State street bridge going out, previous to closing bridge for the morning and evening hours, be permitted to pass through Rush street bridge out to the lake.

SEC. 3.—This ordinance shall be in force from and after its passage.

The above quoted ordinance was introduced by Alderman Landon at the meeting of the common council recently, and was referred to the committee on harbor and bridges.

It opens up the same old fight which the introduction and trial of the new telephone vessel dispatching system was supposed to have settled last summer. The ordinance printed above has had the effect of again arousing the interest most vitally affected, and arraying it in a position to do it valorous battle. The lumber merchants, grain shippers, vessel owners, line agents, dock owners, and elevator men are up in arms. Already a "remonstrance" has been drawn up and extensively circulated. Dozens of these were on the street for signatures.

P. H. Fleming:—The commerce of Chicago requires every encouragement. Recently the elevators reduced their storage rates for the purpose of endeavoring to attract grain to this market. This in a measure has been in consequence of the very sharp competition that is now existing. It is a fact that the railroads are making rates on corn from points in Nebraska and west of the Missouri River to the sea-board at as low a rate as can be made from Chicago. The development of the North-western country and the completion of the new Sault road is having its effect, as they are becoming sharp competitors for the grain trade. I view with considerable alarm the proposed ordinance introduced into the council to hamper lake navigation through the closing of bridges for an increased time, which action, if carried out, will be instrumental in having steamers and vessels seek such ports as will facilitate their workings. The lake commerce of Chicago is certainly what has made it such a magnificent city, and I think any legislation calculated to affect it will not only have a bad effect upon the lake commerce, but the general prosperity of the city.

During the past year some seventy-five new steamers have been built, each having an everage of 2,000 tons. It is a well-known fact that boat owners now send their steamers to Chicago with reluctance, principally because of the agitation affecting the extension of time in closing bridges, and because of the failure of the city government to dredge the channel. Lake marine has assumed large proportions, our boats nearly equaling the ocean vessels for size, magnificence, and durability. The steamers and vessels coming to our harbor act as feeders and receivers of the trunk lines centering in this city, and I think the council should carefully consider before taking any action that will endanger our commerce and turn its stream into other channels. The bridge question must be regulated in some manner other than by means detrimental to the city's commercial interest, and a careful consideration should be given this question.

T. G. Butlin:—It will have but one effect—to drive commerce away from Chicago. This will be the inevitable result. Why, what condition do you think the mouth of the river would be in with a four-hours' accumulation of vessels? Craft would be so packed into the opening that it would require another stretch of four hours to extricate them and start them agoing.

John Prindiville:—The measure is an outrage. The marine interests cannot stand it. The existing ordinance is sufficiently hard. I've seen this town develop from an insignificant village to its prsent magnitude. Commerce alone is responsible for this. No one is in a better condition to speak of this than I am. I should much dislike to see this foolish legislation throttle our main industries.

Hon. Wiley M. Egan:—It will be a mistake for the city of Chicago to impose any further obstacles. This would be a heavy burden on our commerce. I became half way reconciled to the old ordinance, but this leatst measure looks like pressing the thumbscrews down too heavily. The city fathers appear ignorant of the fact that all hindrances thrown in the way of commerce act as a direct hit at the city's property.

C. J. Magill:—Let them put a dam across the mouth of the river. I'm tired of the whole matter. Lake commerce made this city. If they want to drive our commerce out of this port, all right. My property will float to some other harbor.

S. F. Leopold:—It would be practically impossible for us to carry on our business under this measure. We can hardly stand it now. It would simply necessitate moving the major portion of our business elsewhere.

James L. Higgie:—My boats can make a living elsewhere. If Chicago does not care to admit them to its harbor and offer facilities for loading and unloading, other ports are only too anxious to accommodate them.

Daniel Helm:—It is a gross injustice to the vessel interests represented here. The existing ordinance is burdensome enough without further heaping on of coals.

George D. Boyden:—Here we are, the largest grain and lumber port in the world, furnishing means of support for tens of thousands. The people should be guarded and careful in dealing with this mammoth industry. Let the council not be too hasty.

John Gordon:—I think this would be a great iujury in Chicago's present prosperity to extend the hours of closing the bridges across the river. The bridges as operated last fall, under the telephone dispatching system, worked as well as it is possible to get them. The idea of crowding the immense volume of business into 6 or 7 hours of daylight is as ridiculous as it is impossible. The Anchor line here represents an invested capital of upward of $3,000,000, and if the city can afford to discourage this corporation, which of itself supports almost a thousand families here, all right. If this thing is kept up we might as well let it go on, become a law, and then enjoy the city from enforcing it. Under the United States supreme court's decision in the Ira Owen suit we will stand a good chance of defeating the ordinance.

David Dall:—We can not submit to this. We have some rights which the common council must respect, and we are going to see that these rights are respected. Let them do their worst, we are prepared to meet and fight them. The supreme court will be appealed to in case the measure becomes a law.

B. W. Ripley:—The vessel-dispatching system introduced by Alderman Clarke last summer I thought was sufficiently accommodating for both the public and marine interests. I don't believe in taking seven hours of daylight away from an industry which requires all the light it can get.

George E. Wood:—It will ruin the lumber business. Lumber vessels from Muskegon, Grand Haven, and other ports arrive and depart on the same day. Under the provisions of Landon's resolutions this will be impossible. Steambarges, particularly, which make three round trips to Muskegon weekly, will have to stop running.

F. L. Higgie:—In view of the fact that upward of 50 per cent of the traffic across the main branch will be diverted through the new tunnel, and because of the increased steam propelling power of bridges, the necessity for longer hours in the closing of bridges is lessened more than increased. The resolutions are arbitrary and unjust.

George C. Finney:—They are asking too much. Two hours in the morning and at night are amply sufficient.

John Davison:—More double track steam bridges and tunnels for street cars. These can be built more readily and with greater benefit to the city than the driving away of our vessels.

Brice Miller:—Every movement of this kind hampers the marine business of Chicago, and has an indirect yet poignant effect on all other industries.

M. T. BRITTON.

KANSAS CITY, MO., March 4.

To the Editor of the Marine Record.

A nomadic marine is not expected to keep himself informed as to the doings and events of the world. If he is expected to do so, this marine, at least, disappointe expectation. The MARINE RECORD has just now reached me that contained the obituary notice of M. T. Britton, and I can assure you that nothing of late has affected me more seriously than the knowledge of that death.

Nature is a rare dispenser of favors. To some she lavishes honors, so others wealth; to some fame, to others valorous achievements. Some, Dame Nature has endowed with the rare and infinite felicity of entertainment, filling their minds with sparkling gems of sentiment and humor, that, falling from lips of honesty, permeate the very air you breathe with blossoms of good feeling and tranquility. To such as are thus blessed the world seems roseate indeed, and man is more than a plodding, automaton, racked and tortured by every adverse wind that blows. Vituperation to such natures is a grim specter, shunned and feared. Such a nature had Mr. Britton. Unselfish in pleasure, loyal in friendship, and true in manhood. With a felicity of speech that was admirable, and a profundity of anecdote that was surprising, he became an entertainer even to the stoic. Without appearing to do so he drew you toward him, and threw about you a mantle of friendship that gave confidence to the diffident.

THE SECOND ENGINEER.

CORBET & SONS, have over-hauled the steamer Champion, at their dry dock at Owen Sound. They have also re-built the Victoria.

The dry dock in Owen Sound was opened in 1877. The Owen Sound dry dock and ship building company, [limited,] are owners of the only dry dock on Canadian waters, west of the Welland Canal. This dock is pronounced by competent captains and insurance men to have no superior on the lakes, either in American or Canadian ports. The length of dock is 304 feet, width 75 feet, depth 16 feet, with twelve feet of water on the mitre sill. The gate is 50 feet wide. This is a clean dock, being lined with square timber. Repairs to vessels expeditiously and efficiently done. Boiler, machine and engine work attended to. Contracts taken for building all kinds of steamboats, tugs and sailing vessels. Owen Sound harbor is safe and commodious, and a good port for wintering. No winds affect it; no ice jams or freshets; any depth of water, with soft bottom, and no boulders.

John Harrison, secretary and treasurer.
John Corbet, president.
Robert Corbet, vice president.
John Simpson, ship builder, superintendent, builder of steamers City of Owen Sound, Quebec, Ontario and Manitoulin, and fifty other vessels.

The only *Shirt factory* in this city connected with a Dry Goods Store is that of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl, where all kinds of *Flannel Shirts*, Navy-blue, single and double-breasted *Shirts*, *Waterproof Shirts*, 54 in. wide, 40 in. long, wide sleeves, *are made to order* and only and always can be found at Kohn & Co's. *Our own home made Shirts, Overalls, Jean Pants*, etc., a large assortment in stock, *ready made*. Try our home-made Goods! KOHN & CO.

Captains S. B. Grummond, Wm. A. Moore and Martin Swain, of Detroit, have been in Washington during the week, laboring with the treasury department to have the American wrecking laws so amended that American vessels in distress in Canadian waters can be released by American wreckers.

WEST BAY CITY.

Captain James Davidson, is busy at his West Bay City yard. He has five large vessels on the stocks. One of these is a monster and will be the longest wooden boat on the lakes. Her keel length is 295 feet, over-all 315 feet, beam 41 feet, molded depth 27 feet. She is in frame and partly ceiled. She will have a triple expansion engine from the Frontier works, Detroit; the cylinders have diameters of 20,33 and 54 inches, with 42 inches stroke. Riter of Buffalo is furnishing two boilers of inch steel, each 13x11½ feet, to carry 160 pounds pressure. The screw will be 13 feet in diameter. The steamer is to come out next July. It is estimated that she will carry 3,000 tons.

A schooner for W. Mitchell of Bay City wil be done by July 1. She is 220 feet over all, 38 feet beam and 16 feet in hold, and will carry 90,000 bushels of corn. She will go as consort to the stramer A. Folsom.

Another schooner, nearly completed, is 187 feet over all, 35 feet in beam and 13½ feet in hold. She is to carry 45,000 bushels of corn and is owned by N. B. Bradley & Son and Captain Woolson of Bay City.

David Whitney Jr.'s new propeller was launched at Wheeler's yard at 11 o'clock Saturday morning. Its dimensions are: 275 feet keel, 40 feet beam, and 23 feet depth of hold. It has a triple expansion engine and two Scotch boilers, and cost $130,000. It is furnished in modern style, including a Providence steam windlass and capstan, from the American Ship Windlass Co., and the Williamson Bro's steam steerer, and is a Star boat.

TOLEDO.

Special to the Marine Record.

The tug S. J. Christian has been sold to the Union Twine Co. of Port Clinton, O., where she will be used in the fish business. S. B. Grummond of Detroit, failed to come to time as agreed, and consequently she was sold to these parties.

The tugs J. S. Spinney and Thompson Bro's, will be launched just as soon as the ice goes out.

The tug M. A. Green made the first move of the season on Saturday. She went from the foot of Monroe St. to Lagrange street slip, and towed the tug Rooney from the slip to the sand dock, between Madison and Adams streets.

The Rooney's boiler has been taken out, and will be thoroughly rebuilt by the Buckeye boiler works.

Captain James Hardy has bought the large scows Atlantic and Montcalm, of Detroit. They will be used for lightering, and carrying sand, coal and salt. They will be towed by the Path finder, which will be commanded by Henry Crandall, who has been in her the past two seasons.

Toledo has been visited recently, by Thos. Collins of Buffalo, Captain John Downs of Ashtabula, O., and Mr. Palmer of Palmer and Benham, Cleveland.

T. J. Southard and wife, have returned from a very pleasant trip to New York and Philadelphia.

The tugs Alice, Bad Boy and Empire have formed a pool. They tow canal boats and do other light work.

George, better known as "Kid" Wilds, who sailed the yacht Alice Enright last season, will sail the Wasp of Cleveland, the coming season.

J. N. Viot has returned from trips to Buffalo and Ashland.

Pathfinder will leave for Detroit as soon as possible. C. O. D.

ERIE.

Special to the Marine Record.

Captain L. Davis is giving his schooner the F. W. Gifford, new stanchions, stringers, bulwarks and rail, timber heads, chocks, some new planks on her sides and a new rudder; her frames were found in excellent condition and she will rate A2 for several years to come.

A large quantity of coal is being brought in on the tracks, but considerable iron ore still remains on the docks from last season's supply.

WILLIAMS.

ST. CLAIR.

Special to the Marine Record.

The St. Clair river is open to navigation as far as Algonac.

The steamer Mary, greeted the eyes of the inhabitants along the river, as she passed up Sunday with the steamer Geo. King in tow en-route for Port Huron, at which place the King will receive a new boiler, built by Love and Scofield.

Captain Wesley Brown, has bought Captain Thos. Curry's one fourth interest in the steamer Oswegatchie, consideration $.700 cash, and one half of the barge Margaret Goff.

The two barges at Captain S. Langel's yard, are nearing completion fast. The one building for Pack, Woods & Co., will be ready as soon as navigation opens. The one building for the St. Clair Steamer Ship Co., will be ready by June first. She is so arranged to add steam at any time, but will be a consort for the str. Kaliyuga the coming season.

Captain L. L. Slyfield has made the following appointments for his fleet: Steamer Leland, Captain Arthur B. Slyfield; barge Lone Star, Archie Morrison; schooner Mineral State, Wm. Collins; steamer J. K. White, no master appointed up to date.

Captain Thos. Pringle of Marine City, has bought one fourth interest in the propeller Don M. Dickenson, consideration $2,500, he will command her the coming season. P.

PORT HURON.

Special to the Marine Record.

The schooner Racine has been sold to Detroit parties for $2,000.

The ferry Beard was discovered to be on fire Wednesday, while lying at the Wolverine dry dock. The fire started around the smoke stack, but was put out before the fire department reached there.

The schooner Hattie Wells has received a coat of black paint, with two yellow broad streaks. She looks as neat as a pin.

Burnside is out of the dock, and is in better shape than she has been for ten years, new cants forward and aft, new center arch and new spars.

Schooner Mary Hattie has received an entire rebuild.

Boiler makers are at work on the Porter Chamberlin, giving her boiler an entire overhauling.

Harbor tug O. W. Cheney, is about ready for work. As soon as the boiler makers get through she will have steam up.

The John Sherman will receive new decks and foremast at Dunford and Alversons.

The L. L. Lamb, has had a new quarter put in, in place of the one pulled out last fall, when she was aground on Fighting Island.

It looks as if there would be a great deal of grain to ship from this port before long. I understand there is to be another large elevator built near the C. and G. T. R. R. dock.

JACK.

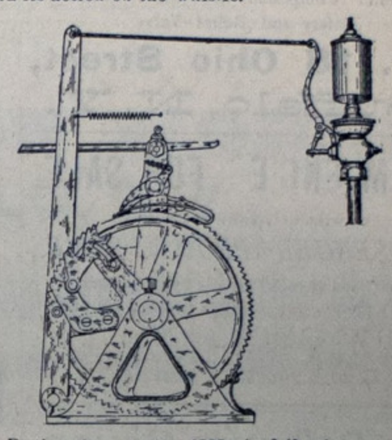
DULUTH.

Captain Brower is expected here from Ashland in a few days when he will give the Emerald a thorough overhauling and extend her upper deck for the excursion season, between Ashland and Bayfield. Frank Hantz, has been chosen chief engineer; Geo. Lloyd, as wheelsman; Geo. Miller, of Ashland, as steward; Chas. Carroll, as cook, and John Baldwin, as fireman.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all of our sailor men, and all know that the regulations require that during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine and its action on the whistle.



During the season of 1887, the following named steamships "thirty in number" were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers.

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

N. Western Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hacket, Forest City.

Cleveland Transportation Co., Cleveland, O.—Steamers Sparta, Havanna, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—teamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O,—Steamers Smith Moore, Chas. J. Sheffield.

Owen line, Chicago, Ill.—Steamers Ira H Owen.

Cambria, Outhwaite, Saml. Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain. That is if it is necessary that a signal shall be given to a passing steamer, or for any other purpose; the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounning until it is permitted to do so by the master.

Mr. G. C. Barnes, of this city has been to Washington to present the merits of the fog whistle machine to the board of supervising inspectors of steamboats, now in session there, and is well pleased with the results of his mission.

Following is the report presented by the committee.

To the President and Board of Supervising Inspectors of Steam Vessels.

Your committee to which was referred the "Chase Fog Whistle machine" beg leave to report: That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safe guard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON. } Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

——*Vesselowners*——It is for your interest TO KNOW that the Boston Dry Goods Store of Kohn & Co., 213 Detroit street, second door from corner Pearl, will save you 20 per cent in furnishing vessels with *Comfortables, Blankets, Table linens, Towels*, and also *sew to order* at shortest notice *Sheets, Pillow cases*, or any other bedding equipments. Give us a trial order!
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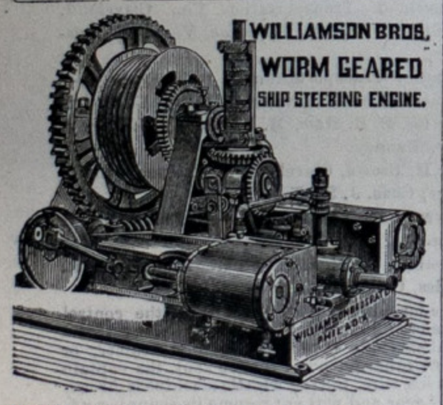

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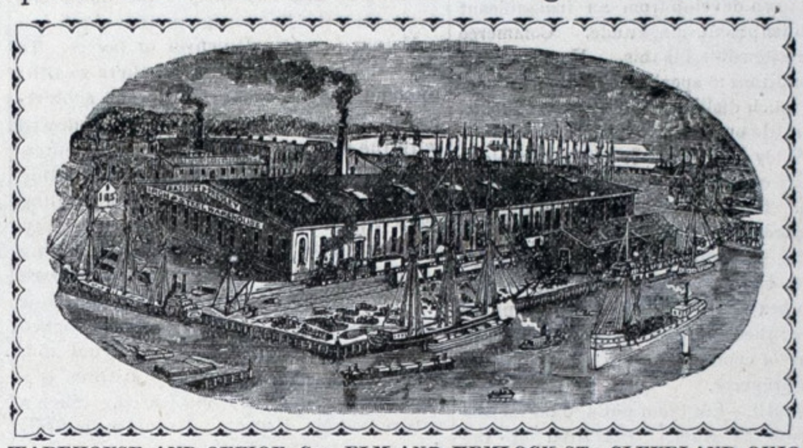
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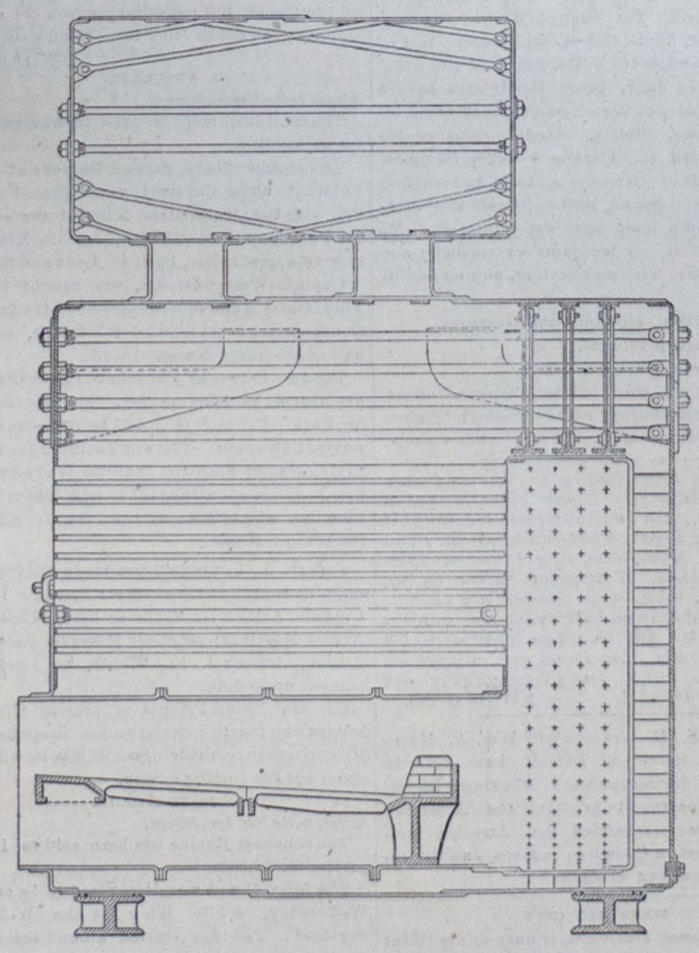

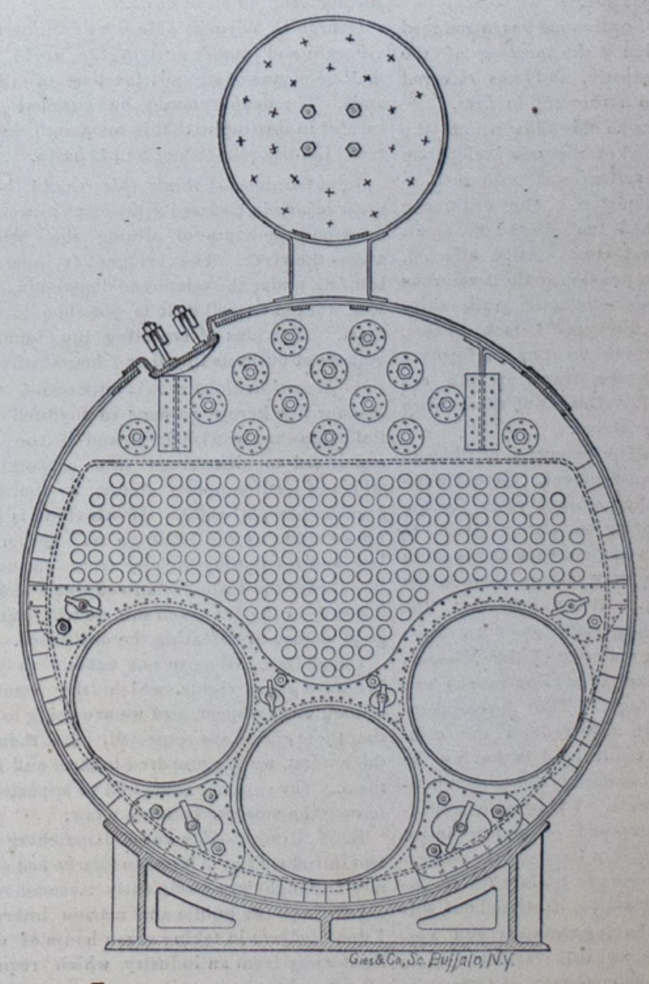
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No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12 N Y & B Fast Express	2 20 P M	2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandu-ky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9.20 a. m and 1.00 p. m.; returning, arrive at 9.20 a. m. and 4.45 p. m.
Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.
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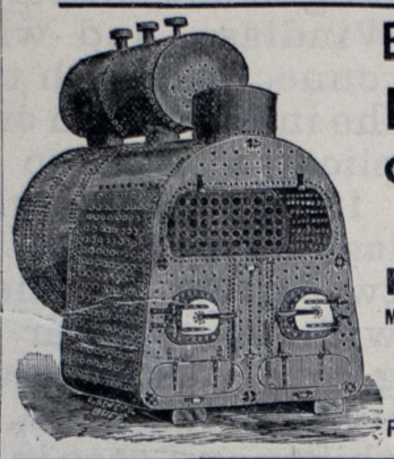

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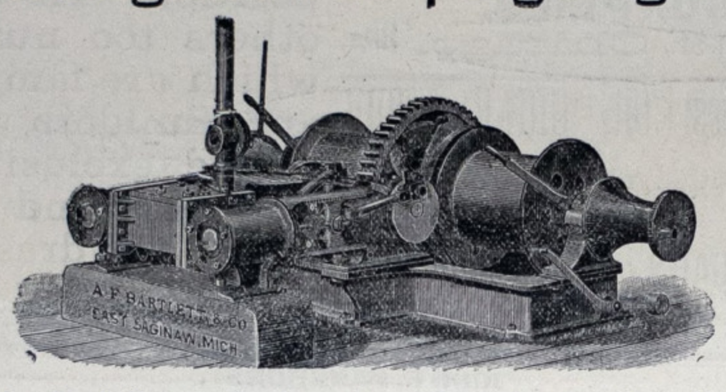

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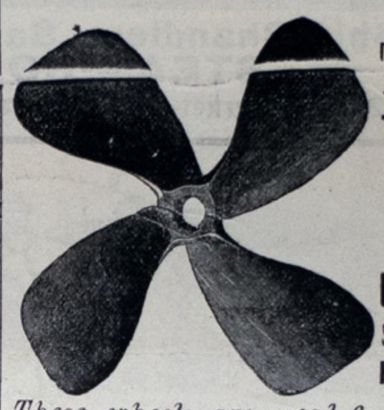

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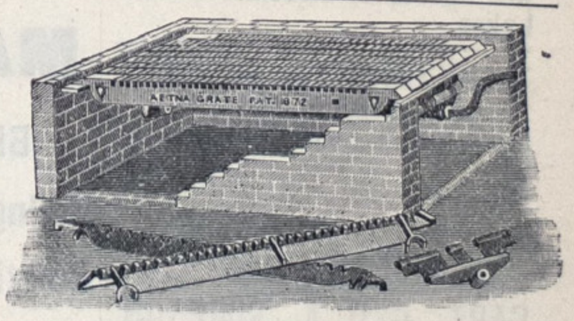

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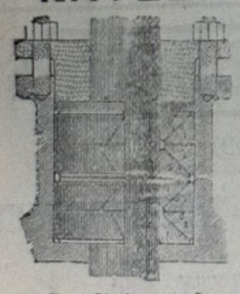

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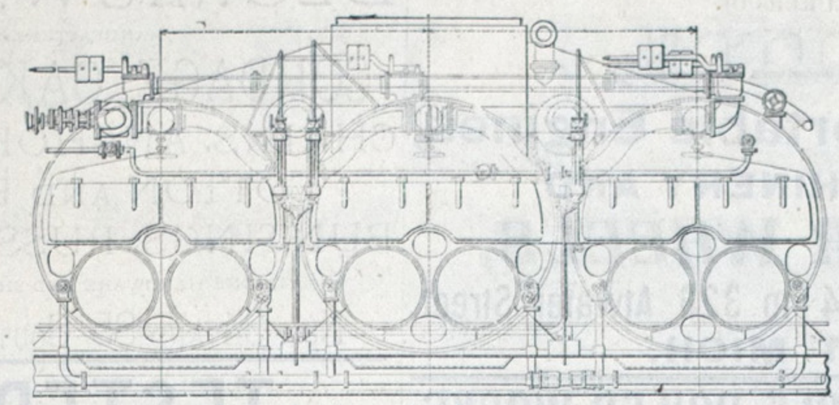

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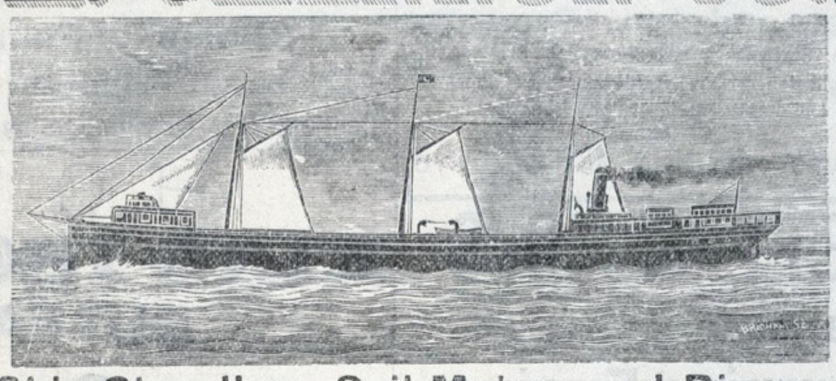

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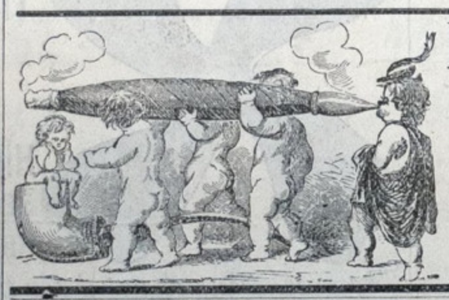

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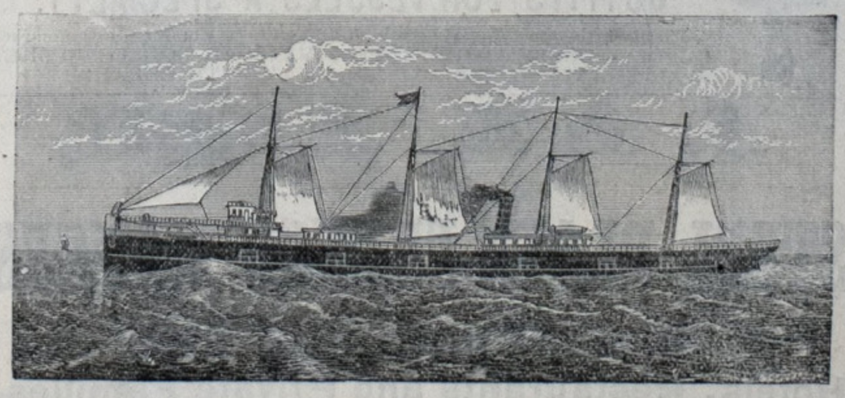

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PASSENGER STEAMER "DARIUS COLE" AND STEAM YACHT "TWILIGHT."

IRON Tugs "INTERNATIONAL" AND "RECORD."

OFFICE & WORKS, Spruce and Elm Streets.

IRON SHIP YARD, Old River Bed, foot of St. Paul St

CLEVELAND, OHIO.